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BLUE OUT, WALSH NAMED PRESIDENT IN BEECH MANAGEMENT SHAKEUP

After months of speculation and rumor, Raytheon Company announced last week that James S. Walsh is the new president and chief executive officer of its Beech Aircraft subsidiary. He replaces Linden S. Blue, who has resigned those posts plus his seats on the board of directors of Beech and Raytheon. Walsh, a veteran Raytheon executive who had been serving as general manager of Raytheon's Electromagnetic Systems Division, was brought in as senior executive vice president and chief operating officer at Beech in April *(BA, April 16/121)*. A Raytheon announcement at that time said Walsh would be "responsible for the day-to-day operations of the company," which triggered a series of rumors that Blue's days at Beech were numbered. Beech and Raytheon spokesmen repeatedly refused substantive comment on those reports prior to last Thursday's announcement *(see related article on Page 77)*.

Blue, 47, was named president of Beech just over two years ago by D. Brainerd Holmes, Beech chairman and Raytheon president. Blue previously had held senior management posts with Gates Learjet Corp. and Lear Fan. Ltd. *(BA, May 31, 1982/169)*.

AIRCRAFT INVOLVED IN MIDAIR WERE BEING TRACKED BY PALMDALE RADAR

The radar computer at FAA's Palmdale en route center received transponder signals from both aircraft involved in the Aug. 24 midair collision near San Luis Opispo, Calif., but the four air traffic controllers watching the screen at the time of the accident saw only the transponder code from one of the aircraft, a National Transportation Safety Board spokesman said.

A Wings West Beech 99 with 15 aboard and a Rockwell Commander 112 collided head-on at 3,200 feet shortly after the commuter departed San Luis Opispo Airport for San Francisco. The Wings West crew was in radio contact with Palmdale controllers—who acknowledged the identity and altitude of the commuter—before the accident. The Commander, owned by Aesthetech Corp., was operated by a licensed pilot and instructor and had departed nearby Paso Robles Municipal Airport. NTSB said the single-engine aircraft may have been practicing instrument approaches to the opposite end of the runway from which the commuter airliner had departed. All 17 people were killed.

The NTSB spokesman said it is "probable—but not conclusive—that the Rockwell (Commander) transponder code was showing on the (controller) screen" before the accident. Data from the radar computer at the Palmdale en route center indicated that it had received the Commander's transponder signal. However, none of the four controllers watching the screen at the time of the accident, including a controller being checked out on that sector, the controller checking him out, another controller and a supervisor, reported seeing the Commander's transponder code. The NTSB spokesman noted that VFR conditions prevailed at the time of the accident and it is the responsibility of pilots to see and avoid other aircraft.

NBAA PROPOSES VOLUNTARY PROGRAM TO HELP EASE ATC CONGESTION

National Business Aircraft Association has proposed a five-point voluntary program to help relieve airport and airway congestion. The program, outlined in a letter to FAA Administrator Donald Engen last week, is designated FASST (Fly Around Saturated Sectors and Terminals). Aim of the program is to en-

(Continued on the following page)

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STATUS OF AIRPORT & AIRWAY TRUST FUND
June 30, 1984

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	5,615,003,050.67	4,787,453,189.49
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund) :		
Any liquid fuel except gas	6,846,000.00	46,828,689.00
Tires used on aircraft	0.00	275,000.00
Tubes used on aircraft	0.00	31,000.00
Gasoline		
1. Commercial 9 cents tax	225,000.00	2,019,000.00
2. Non-commercial 9 cents tax	2,470,000.00	19,597,794.00
3. Non-commercial 5 cents tax	823,000.00	6,985,598.00
4. Transp by air,seats,berths,etc.	196,064,000.00	1,534,828,379.00
Use of international trav fac	7,326,000.00	55,276,527.00
Transp of property and cargo	11,076,000.00	91,561,418.00
Total Tax Receipts	224,830,000.00	1,757,403,405.00
B. Less Reimbursement to General Fund - Refund of Taxes and Estimated Tax Credits :		
1. Civil aircraft	0.00	468,089.00
2. Any liquid fuel except gas	0.00	617,417.00
3. Gasoline -Retailer's tax	145,000.00	581,703.00
Total Reimburse for Tax Refunds	145,000.00	1,667,209.00
Net Tax Receipts	224,685,000.00	1,755,736,196.00
C. Interest on Investments	279,388,504.23	541,770,121.42
Net Receipts	504,073,504.23	2,297,506,317.42
III. EXPENDITURES :		
A. Federal Aviation Administration :		
1. Operations	-138.15	256,676,506.90
2. Grants-in-aid for airports	70,605,032.21	508,737,988.18
3. Facilities & equipment	20,826,715.05	193,087,055.76
4. Research engineering & development	18,085,855.83	104,154,687.98
B. NOAA weather service	7,885,008.43	20,332,845.56
C. Interest on Refund of Taxes	0.00	296,341.00
Total Expenditures	117,402,473.37	1,083,285,425.38
IV. BALANCE - END OF PERIOD	6,001,674,081.53	6,001,674,081.53

STATEMENT OF FINANCIAL CONDITION

ASSETS :		
Undisbursed Balances:		
Airport & Airway Trust Fund	686.87	
Operations	3,493.10	
Grants-in-aid for Airports	-23,136,587.84	
Facilities & Equipment	1,550,198.58	
Research Engineering & Development	-3,808,863.62	
NOAA weather service	-82,845.56	
		-25,473,918.47
Investments :		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS :		
11-1/8% maturing June 30, 1985	6,027,148,000.00	6,027,148,000.00
Total Assets		6,001,674,081.53
LIABILITIES:		0.00
EQUITY:		
Excess of Assets over Liabilities		6,001,674,081.53
Total Liabilities and Equity		6,001,674,081.53

Treasury Department Chart